



Work Session

PLANNING COMMISSION AGENDA

Thursday, April 19, 2012

Following Regular Meeting

Coon Rapids City Center

Conference Room One

Call to Order

Adopt Agenda

Old Business

1. Recodification Title 11

Adjourn



Planning Commission Work Session

1.

Meeting Date: 04/19/2012

Subject: Recodification Title 11

From: Scott Harlicker, Planner

INTRODUCTION

Staff is continuing the process of restructuring Title 11.

ACTIONS

N/A

60 DAY RULE

N/A

LOCATION

N/A

DISCUSSION

As part of the continuing process of updating Title 11, staff has been reviewing the zoning code and provisions of the property maintenance code with the intention of making sure they are consistent and supportive of each other. The areas of review include junk vehicles, recreation vehicles, dumpster enclosures, homeless shelters and transitional housing, donation drop off boxes and driveways.

Junk Vehicles

To create a consistent definition between the Zoning Code and Nuisance Code, the following language is proposed:

Revise definition in Section 11-200

New definition

Junk Vehicle. Includes any motor vehicle or trailer which is not in an operable condition; or which is partially dismantled; or which is used for the sale of parts; or as a source of repair and replacement parts for other vehicles; or which is kept for scrapping, dismantling, or salvage; or is unlicensed or unregistered; or is parked off pavement in a front or side yard or any combination therein. The following vehicles shall not be considered junk vehicles:

- (a) An unlicensed vehicle for sale in an automobile sales lot.
- (b) A collector vehicle registered as a pioneer, classic, collector or street vehicle, as defined in M.S.A. 168.10, if actively being restored.
- (c) One vehicle being actively repaired by a resident of the premise in which the vehicle is located for a period not to exceed seven days.

The changes below make it easier for code enforcement to take action on junk vehicles.

11-601.5 Junk Vehicles.

(1) The parking, storage, repairing, dismantling, demolition, or abandonment of junk vehicles or part thereof on a residential property is prohibited, ~~except that a resident of the premises may repair one vehicle on the property if the vehicle is owned by a resident and such repair does not exceed 20 days.~~

(2) ~~The parking or storage of a motor vehicle, other than a junk vehicle or Major Recreational Equipment, on residential property is prohibited unless the vehicle is displaying current registration, or is exempt from registration under Minnesota State law, and the property around the vehicle is kept mowed and free of debris. Such vehicles shall be included in the number of permitted vehicles under Section 11-601.4~~

Major Recreational Vehicles

To further help control junk vehicles, staff proposes to add language that RVs be both operable and currently registered, and limits the number of trailers on a residential property to two. New sections (e) and (f).

11-601.3 Major Recreational Equipment in Residential Districts.

(1) Standards. Major Recreational Equipment in a residential district must conform to the following standards, in addition to the standards in Title 9 (Traffic and Transportation). These standards are enforceable against the property owner, the vehicle owner, and the vehicle possessor(s), joint and severally. For this purpose, the vehicle owner is presumed to be the registered owner, unless rebutted.

(a) No Major Recreational Equipment may be used for living, sleeping, or housekeeping purposes, except that one major recreational vehicle not exceeding the limitations of 11-601.3 is allowed for occasional living purposes, not to exceed three days per 30 day period, to accommodate visitors, provided the vehicle is parked on private property.

(b) Major Recreational Equipment stored outside must be in a condition for the safe and effective performance of its intended function or repaired to put such equipment in such condition. Equipment being repaired may not be stored longer than 20 days.

(c) Maximum Number: Two Major Recreational Equipment vehicles per residential dwelling unit, whether stored inside or outside a building.

(d) Size limitations for Major Recreational Equipment parked or standing in residential districts more than 12 hours:

i. Maximum Height: Thirteen and one half feet measured from the ground to the highest point on the vehicle at the recommended tire pressure. For the purposes of measuring height, all accessories, attachments, and material carried on the vehicle shall be considered part of the vehicle.

ii. Maximum Length: Forty-five feet, measured from the longest point on the vehicle or, if a trailer, the horizontal distance between the front and rear edges of the trailer bed. For the purposes of measuring length, all accessories, attachments, and material carried upon a vehicle is considered a part of the vehicle or trailer bed.

iii. Maximum Width: Eight and one half feet in width, measured from the widest point on the vehicle or, if a trailer, the horizontal distance between the left and right edges of the trailer bed. For the purposes of measuring width, all accessories, attachments, and material carried upon a vehicle is considered a part of the vehicle or trailer bed.

(e) Vehicles must be both operable and currently registered.

(f) The total number of trailers allowed on a residential property is two.

Dumpster Enclosure Installation at Apartments

There are older multi-family properties without dumpster enclosures. Staff is proposing that these properties construct enclosures within three years.

Homeless Shelters and Transitional Housing

The current code does address homeless shelters. RULIPA (Religious Land Uses and Institutionalized Persons Act) limits how much a city can regulate a homeless shelter operated by a church. They are often considered part of a church's mission and are therefore protected. Regulations on the number of residents based on health and safety reasons have been upheld.

If the shelter is not affiliated with a church, they can be regulated like any other use. Staff would like the Commission's thoughts regarding following:

- separation distances between other shelters and schools
- what districts should they be allowed in ?
- number of residents, should the number of residents be based on the allowed density in which the proposed shelter is located ?
- should proximity to transit be a siting criteria ?
- other design or performance criteria?

Transitional housing such as sober houses are currently regulated by the City's rental housing ordinance. They require a rental permit and as part of the permit they are required to sign an agreement outlining the terms of their operation. This process is not proposed to be changed.

Donation Boxes

Donation boxes are often placed by companies, with the cooperation of the land owner, to collect unwanted clothes and other items. They frequently also collect debris such as furniture or are overstuffed with donated items left next to them. They are usually placed near the boulevard, away from the building. A number have become a nuisance and have to be abated. Staff is proposing to regulate these containers and would like the Commission's thoughts on the following siting conditions:

- Require written approval of property owner, a permit?
- Location - within x feet of building or front entrance, against the building, side and rear yard only, within service area of building.
- Can not take up required parking or loading area or block sidewalks
- Can not be placed in drive aisle or landscaped area
- Can not be placed on vacant property
- Only one per property
- Require design standards, max dimensions, upkeep
- Maintenance - Must be kept free of exterior materials, litter, graffiti etc.
- Contact and ownership info on box
- Must be non-profit ?
- Violations considered public nuisance, x number complaints box must be removed
- Allow in what district commercial and industrial, Commercial only.
- If not allowed in residential districts, what about institutional uses in residential districts?

Driveways

Parking trailers and RVs alongside garages has been an ongoing issue in the city for a number of years. The code currently allows parking in front and side yards only on an improved surface. Improved surfaces include asphalt, concrete or pavers. The maximum drive way width (36 feet) often precludes widening the driveway to provide access to these accessory parking pads. A related question is should these parking pads be required to be paved.

Access

To provide access to the parking pads staff is proposing that the maximum driveway width be increased to a maximum of 40 feet or ½ the lot width, whichever is less. If the lot is less than 72 feet wide, they would still be allowed a 36 foot wide driveway. The maximum width would be measured between the front of the garage to 20 feet from the front of the garage. At 20 feet from the garage the driveway would have a maximum width of 36 feet (what the current code allows). This would allow angled access to the parking pad. The maximum driveway width at the street right-of-way would remain unchanged (24feet).

Surface Material

The current code requires that these side parking pads be finished with an improved surface. Since they function as storage space and not an active driveway, staff is considering allowing alternative materials be used as a surface. These materials might include impervious pavers, landscape rock or gravel. The design would include a defined edge or border to keep the material from spreading out past the parking pad. The pad would be constructed to certain design standards and would be maintained weed free. The entire width of the driveway would have to be finished with an improved surface.

Reduced Front Yard Setbacks in LDR Districts

Staff is considering proposing a reduction in the front yard setback in the LDR2 district to 25 feet and the LDR1 district to 30 feet. Currently the front yard setbacks are 35 feet in the LDR2 district and 40 feet in the LDR1 district. The reduced setback would apply only to living space, not garages. This would allow homeowners an additional option when they are considering expanding their home. Currently a homeowner often comes to the city with plans for an expansion only to find that they can not meet the setback requirement. This would change would fit with the neighborhood reinvestment policies by encouraging renovation, expansion and improvement of existing housing stock.

Daycare Parking

After the last workshop the Commission asked staff to further research parking standards for daycares. I spoke with a site designer for Kindercare. He said that they like to have 1 parking space for every 10 students plus 1 for every 2 staff. The most recently approved daycare in the City, New Horizons at 13130 Riverdale Dr., has parking at 1 space for every 5 students. The manager stated that the lot was "pretty full" at peak times. Other parking ratios are:

Kindercare 1800 Coon Rapids Blvd.....	1 per 7.6 students
Kindercare Hanson Blvd/121st	1 per 5 students
Kindercare University Ave.....	1 per 8.5 students

Staff had proposed a parking ratio of 1 space per employee and one space per 4 students. The ITE manual had a ratio of 1 space for 4 students, Monroe County had 1 space per 4.5 students and Brooklyn Park has 1 space per 7 students and 1 space per employee.

RECOMMENDATION

Commission input regarding the proposed changes is requested.
